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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS at their
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
with which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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No. 15,946.

號六十四百九千五萬一第

日四十月四年元統宣

HONGKONG, TUESDAY, JUNE 1st, 1909.

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[a40-1]

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THE ONLY FIRST CLASS

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Excellent Cuisine.

O. E. OWEN,
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[a592]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a1647]

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FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situating in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE
M. MAILLE Proprietors.

46]

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7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
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1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909. [a549]

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[a925-2]

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[a51]

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ZAMBRENE RAINCOATS (NO RUBBER)

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LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909. [a33]



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THE LEADING BEER IN THE
FAR EAST.

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[a35]

Hongkong, 15th April, 1909.

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\$15.50 PER JOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

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[a34]

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NO. 3, POLICE LAUNCH, built of
Teakwood and Yacal, 1903.
Length B.P. 70 feet, Breadth 13 feet, Depth
8 feet.
Engines, Compound Surface Condensing with
Cylinders 9" and 8" diam. by 12" stroke.
Boiler, Cylindrical Multitubular, return tube
type, 7 feet diam. by 8 feet long by 125 lbs. W.P.
Accommodation for 2 Europeans forward and
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Launch to be sold complete with all
Appurtenances, including Dinghy, Anchors,
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Offers should be sent to the CAPTAIN
SUPERINTENDENT OF POLICE.
Hongkong, 26th May, 1909. [781]

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ELECTRIC PLANT

Consisting of—
TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes
at 2100 Volts. The Sets comprise Vertical
Compound Medium speed Engines, 205 revolutions
per minute, by Messrs. ROBEY & CO.,
direct coupled to Alternators by Messrs.
JOHNSON & PHILLIPS, complete with
Exciters, &c.

ALSO
ONE HORIZONTAL COMPOUND JET
CONDENSING STEAM ENGINE, 100
Horse power by Messrs. BROWNETT and LINDLEY.
For further particulars apply
HONGKONG ELECTRIC CO., LD.,
St. George's Buildings,
Hongkong, 23rd April, 1909. [649]

SINGON & CO.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
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Photographic Goods of every Description
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Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

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Cameras fitted with
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Hongkong, 24th April, 1909. [37]

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Documents translated from or into Classical
or Colloquial Chinese. [a35]

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NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907
\$18,114,624.

Authorised Capital ... \$3,000,000
Subscribed Capital ... 2,750,000
Paid-up Capital ... 687,500 0 0
II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]

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THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

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Consultation Free.

Hongkong, 21st September, 1905. [504]

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CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.

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Hongkong, 6th March, 1907. [47]

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BY popular English Manufacturers. In
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SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to .550, at \$6.87 and
\$7.50 per 100. SPORTING REQUISITES
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Inspection Invited.

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Hongkong, 26th October, 1906. [623]

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MILK.

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The Company's Farms, Utensils and Methods
are Models of Cleanliness and, in these parti-
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AND

VIEW POST CARDS.

Just Received a Selection of
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String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea-Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

Hongkong, 24th July, 1905. [a651]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
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MANAGER.

Hongkong, 24th July, 1905. [a651]

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ELECTRIC LIGHT, Hot and Cold Water
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.

Telephone No. 590.

Apply to— Mrs. F. W. WATTS.

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Hongkong, 4th December, 1907. [a44]

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Large and Airy Rooms, affording every comfort
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MODERATE RATES.

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Hongkong, 5th October, 1908. [a43]

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Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
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REASONABLE RATES.

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"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
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MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
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All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
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colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (S.S. Sui An and Sui Tai) daily to
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from Canton, give easy communication with
both these centres.

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THE MANAGER.

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IF you go to Swatow don't forget to stay

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WINE AND SPIRIT MERCHANTS

WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
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GENUINE AGE

AND

FINE MELLOW FLAVOUR.

PER DOZEN - \$16.50

ROBT. PORTER & Co's
BULL DOG BRAND
GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD C

LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 1st 1909.

The Legislative Council has week by week been postponing the consideration of the new tramway route to the Peak in the hope, perhaps, that some evidence might be forthcoming of the public interest in the matter. An able Minute by Mr. Dunn, the Superintendent of the Botanical and Forestry Department, has been published strongly protesting against the new tramway being carried through the Public Gardens, by means of a wide cutting. Four alternative routes were originally suggested, viz (1) a tunnel under the Gardens; (2) a line on the surface of Glenelg Ravine; (3) a line on high trestles in the Ravine; and (4) a wide cutting through the western end of the old Public Gardens. At the annual meeting of shareholders of the Peak Tramways Company on Saturday the Chairman mentioned that the Directors had from the first objected to the tunnel route because of the enormous outlay involved. To Route No. 2, the objections are so obvious that it does not appear to have been seriously advocated. The Roman Catholic community has strongly objected to the third proposal because of the noise which would be created by trestle running over high iron trestles so near to their principal place of worship, and in this objection they have been unanimously supported by the Works Committee of the Legislative Council who have recommended the Council to refuse approval of this proposal. With the same unanimity, however, they recommended that Proposal No. 1 (the open cutting through the Public Gardens) "is the best, and should be adopted, the damage done to the Gardens

not being, in the opinion of the Committee so serious as to justify its rejection." Now, two months after the submission of this Report, the Superintendent of the Botanical and Forestry Department, has been required by the Government to state his views on the proposal. That this official would be strongly opposed to the idea of a tramline running through any portion of the Public Gardens was a foregone conclusion, and the value of the Minute which Mr. Dunn has submitted consists in the arguments on which his protest is based. The proposal now under the consideration of the Government means the sacrifice of 50,000 square feet of garden space and the destruction of "one of the best collections of palms and other trees in the world," not one of which, we are told, can be transplanted, in consequence of their size and age, and even if their removal were possible there would be no space available for their reception. That is a strong argument from the point of view of the botanist, and while the public may not be able to estimate the collection which is menaced at its proper scientific value, they are well able to appreciate its exceptional beauty and would greatly regret its destruction. The question therefore is briefly this: Would the public utility of the proposed line fully compensate for the sacrifice of public garden space and the destruction of the rare collection of palms and shrubs it involves? In the opinion of the Works Committee there is "great need for additional facilities for reaching the High Levels and the Hill District" and we think that fact will be generally admitted. If it were not so patent, the new tramway would never have been proposed, for when men put their money into an enterprise they do so with some confidence of seeing an early return on the capital invested. Either the need for these increased facilities for reaching the higher levels has to be ignored by the Government or approval must be given (1) to the cutting through the gardens; or (2) to carrying the line on trestles up the ravine, a proposal which, in consequence of the opposition it has evoked from the Roman Catholic community, the Works Committee has recommended the Council to reject. There is no other practicable route to the Peak with the same prospect of the enterprise proving remunerative, and the rejection of both these proposals would therefore mean the abandonment of the undertaking, since the tunnel scheme appears to be regarded by the Directors of the Company as quite out of the question.

The directors of the A. Butler Cement Works Limited, at the annual meeting, which is to be held on 7th June, will recommend a dividend of six per cent for the year.

Mr. W. Burton, head watchman at Tai Koo Dockyard, charged an Indian watchman with sleeping on duty. Mr. Kemp, before whom the man was brought, imposed a fine of \$10 with the alternative of 14 days' imprisonment.

At the Magistrate's yesterday two Russian sailors were charged with stowing away on board the "Tosa Maru" from Shanghai to Hongkong. Mr. Hazeldan ordered them to pay a fine of \$25 each or go to prison for one month.

An Imperial Edict sanctions the request contained in a memorial from the Board of Agriculture, Industry and Commerce for an official Seal to be given to the Chinese Commercial Association, formed for the purpose of promoting China's foreign commerce by Chinese merchants in North Borneo.

The resignation of Prince Ito as Resident-General in Korea has now been definitely accepted. Viscount Sone is to be appointed to the post in succession and has been recalled to Tokyo, where he is expected to arrive about the 23rd inst. Prince Ito will be appointed President of the Privy Council vice Prince Yamagata.

Memorial Day was celebrated yesterday by the American warships in the harbour by a salute at noon. It is a day set apart in America for decorating the graves of soldiers who took part in the civil war. Yesterday morning several American bluejackets might have been observed wandering their way to the cemeteries at Happy Valley in rickshas laden with beautiful wreaths.

A Singapore contemporary quoting from our columns the report of a case in which a Chinaman was sentenced to six months' imprisonment and six hours' stocks for returning from banishment, observes: "There must be a different law in Hongkong to the Straits, where a man returning from banishment is sentenced to penal servitude for life, and the Court has no option but to impose the sentence on those found guilty."

Four Chinese were yesterday at the Magistrate's convicted of applying a false trade description to packets of opium. They had similar paper wrappers to those used by the Opium Farmer, and as they had the stamps in their possession for printing the paper, as well as labels and a quantity of opium, the case seemed pretty clear against them. The first and second were sentenced to four months' imprisonment and the others to two months' imprisonment each.

The following announcements will probably be of interest to a good many people in the East:—On July 12 Mr. H. M. S. Man, of the Chartered Bank, Hamburg, and formerly stationed at Hongkong, Manila, and Saigon, will be married to Miss Nora Looch, of Hamburg, on Aug. 28 A. Murray Gibson, also of the Chartered Bank, Hamburg, will be married at Bourne-mouth to Miss Nicola A. L. Hutchinson, of Aston Lodge, Surrey-road, Bourne-mouth.

A Peking telegram states that Sanmun, or San Moon Bay is to be made China's largest naval port. The entrance of this bay, says the Shanghai Mercury, is twenty miles W.N.W. of the Hsiaoan Islands. It is readily recognised by a remarkable thumb post, 300 feet above the sea, called by the Chinese Tafoa and by foreigners Albert Peak; it rises from the northern end of Tafoa Island on the northern side of the bay. There is good shelter in the N.E. Monsoon immediately westward of Leaming Island, which forms the north point of the entrance to the bay. The bottom is of soft mud. About S.W. two and a half miles from Leaming is Sanchosun or Triple Island, and the depth between them is ten and eleven fathoms. West, six miles from Leaming is a conical islet, named Cone Island, with a reef off its south end; N.W. by N. six miles from Cone Island is a small islet with a rock off its south-east face. At four miles westward of Cone is a small islet. Having passed westward of Cone, St. George Island will be seen bearing N.W. by N. four miles; the water shoals gradually as this island is approached, and the anchorage is three fathoms at half a mile south of it. It is secure in N.E. winds. There is another bay northward of St. George which is shoal and full of rocks. At the anchorage under St. George Island, Sanmun bay, it is high water, full and change, at 10h. 20m., and the springs rise about fifteen feet. Judging from the chart, Sanmun Bay appears a very poor naval port.

DISORDERLY GERMAN SAILORS.

It was fortunate for the police concerned that the riotous behaviour of four German sailors at Kowloon on Sunday did not have more serious results. The seamen, who are to proceed north by the transport Oldenburg, hailed a sampan at Tsimshatsai to take them on board their vessel. As soon as all were aboard the Chinese craft, however, they wanted to take charge, and because the natives objected to their interference they were assaulted. A police whistle blew, and brought Detective-Sergeant Wilden, Sergeant Caygill, Lance-Sergeant Edwards and Constable Adams to the assistance of the boat people. When the police arrived on the scene two of the seamen drew knives. One of the armed men made a rush at Lance-Sergeant Edwards, but his jab missed its mark. Unfortunately for Sergeant Wilden, who was rushed by the other German, the aim proved true, and the knife passed through the palm of his hand. In the end, the police overpowered the truculent sailors, and they were charged before Mr. J. H. Kemp at the Magistrate's yesterday with assaulting the crew of the sampan, assaulting the police, and behaving in a disorderly manner. As no objections were raised by the police, the men were handed over to the German Authorities to be dealt with.

LONDON TO JAPAN IN SIXTEEN DAYS.

Certainly the "shrinking of the globe" goes on apace, and now, owing to the Trans-Siberian Railway, as newly supplemented by the enterprise of the Great Eastern Railway Company and the International Sleeping Car Company it is actually possible to reach Japan in sixteen days from London. The new service is via Harbin and the Hook of Holland and Warsaw, travelling to Moscow via Berlin and Warsaw. At the ancient capital of Russia, the Trans-Siberian Railway is joined, the trains conveying first and second class passengers. Up to Moscow the service is daily, beyond bi-weekly trains leaving Moscow on Sundays and Wednesdays at 11.30 p.m. Vladivostok is reached on the eleventh day after leaving Moscow, and Japan (Korouga) is reached two days later.—*Travel and Exploration.*

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—On the 30th at 7.00 p.m.—A depression appears to be developing over the China Sea in the neighbourhood of the Paracels. On the 31st at 11.55 a.m.—The depression appears to have reached the northern coast of Annam in the neighbourhood of Tourane. The barometer has fallen moderately over S.W. Japan and the Loochoos, and a slight fall has taken place over S. China. It has risen in E. Hokkaido.

A depression is likely to form over the Pacific to the E. of Formosa. The area of high pressure has shifted Eastwards and is now situated to the E. of Japan. Fresh to strong N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (4) N.E. winds, fresh.
Formosa Channel Same as No. 1.
South coast of China between Hongkong and Loochoos Same as No. 1.
South coast of China between Loochoos and Japan Same as No. 1.
(*) N.E. and E. winds, fresh or strong squally, showery.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

JAPANESE PRINCES IN BERLIN.

LONDON, May 31st.

The Japanese Princes attended the annual parade of the Berlin Garrison, and the Gala Opera.

GERMANY'S FINANCIAL MEASURES.

LONDON, May 31st.

Despite the Opposition of the Government the Finance Committee of the Reichstag has passed resolutions taxing bonds and securities, as well as the milling industry, and to place an export duty on coal.

KAISER TO VISIT ENGLAND.

LONDON, May 31st.

"The Times" states that the Kaiser will possibly visit Newquay (Cornwall) this year.

MUTUAL REGRETS.

LONDON, May 31st.

France and Germany have signed Notes expressing regrets for the Casablanca incidents.

WHEAT SPECULATOR'S PROFITS.

LONDON, May 31st.

Mr. Patten, the American wheat dealer has closed the corner in wheat. He is stated to have made profits amounting to over a million pounds sterling.

POPE AS MOTORIST.

MILLIONAIRE'S GIFT.

A magnificent motor-car, destined to be a present to his Holiness the Pope from an American millionaire, said in some quarters to be Mr. Pierpont Morgan, was recently sent from Turin to the Vatican. The car has been wholly constructed at Turin, and is designed for the Pope's use in the gardens of the Vatican Palace. Its cost is about £1,500. It has a 30 h.p. motor and is fitted inside and outside with electric lamps and signalling bells. The Papal arms are prominently emblazoned on the doors. The interior of the vehicle is richly decorated in white velvet with lace borders. On the right-hand side hangs a beautiful large type breviary with clasps of gold, so that the Pontiff may recite the Divine Office while speeding along in his automobile. On the left is placed a massive gold medalion of St. Joseph. The American millionaire has secured the services of the world-renowned Italian champion racer, Signor Cagno, formerly champion of the Dower Queen Margherita. Cagno will exhibit the capacities of the machine to the Pope and will take his Holiness for his first motor ride, remaining at the Vatican to train the Pope's first chauffeur. The cost of the upkeep of the Pope's car will be comparatively small, owing to the enviable total exemption from taxation which he enjoys through the generosity of the Italian Government.

THE MONSOON FORECAST.

ABNORMAL FEATURES OF THE CURRENT SUMMER.

The forecast of the monsoon which will be issued as usual by the Meteorological department next month should be an unusually interesting one, says the Pioneer. The belated cold weather storms which swept across Upper India in April, giving heavy rain in certain parts of the plains and snow on the Himalayan ranges, must have had some effect in disturbing what are technically known as the normal conditions of the early summer. Earlier, there has lately been unusual rain in Burma and North-East India, and strong moisture-laden currents have appeared in the southern part of the Peninsula. When the rainfall of May comes to be made up it will probably be found to be in excess, and it is just possible that the true monsoon may make an early appearance at Colombo. The current summer has undoubtedly abnormal features, but how long these will continue even meteorological experts must be at a loss to say. In the days when the snowfall theory was in the ascendant there would have been prophecies of a late monsoon but the uncertainty that has attached to all forecasts of late years makes prediction of any kind a matter of guess work. A month hence the Meteorological department may be in a better position to reach some guarded conclusions, as by that time the reports from Ceylon will have shown whether the monsoon winds have set steadily towards India.

FOREIGN INSURANCE OFFICES IN JAPAN.

A Tokyo despatch states that some 36 foreign insurance companies are represented in Japan and that the same have hitherto enjoyed special and preferential treatment by the Government, as compared with the administration controlling Japanese companies. Now that the Government proposes to revise the rules regulating native concerns, instituting, however, more rigorous strictures in consequence of recent disclosures, the opportunity will also be taken to establish rules controlling foreign offices, with a view to bringing them more in line with Japanese companies.

LOCAL SPORT.

CIVIL SERVICE SPORTS.

The Civil Service Cricket Club held their annual sports at Happy Valley yesterday, a large attendance assembling to witness the various events. The programme was a lengthy one, and all the items were keenly contested. The Rajputs Band under Bandmaster Coke provided music during the afternoon.

Results are as follows:—
Boys' Flat Race, handicap, over seven years.—E. Brett, 1; Blake, 2.

Girls' Flat Race. Under seven years.—M. Fincher, 1; D. Pile, 2; E. Woolley, 3. Over seven years.—E. McLeod, 1; G. Woolley, 2; H. Brett, 3.

120 YARDS RACE, Handicap, open to all members.—J. Bullen, 1; E. Dawson, 2; L. E. Brett, 3.

BONA FIDE CLUB VISITORS FLAT RACE, HANDICAP: Civil Servants ineligible to compete.—O. E. Owen, 1; Andrews, 2; Chungat, 3.

LADIES' EGG AND SPOON RACE.—Mrs. Pile, 1; Mrs. L. E. Brett, 2; Mrs. C. W. Brett, 3.

POTATO RACE. For members under 37 years of age: H. Wiltchell, 1; Gibson, 2.

100 YARDS LADIES' NOMINATION RACE.—Bacon, nominated by Mrs. Thornhill, 1; Pile, nominated by Mrs. Hung, 2; Wiltchell, nominated by Mrs. Weal, 3.

THREE-LEGGED RACE.—Bord and Gibson, 1; Brett and Dawson, 2; Barlow and Wiltchell, 3.

B Y'S FLAT RACE.—Under seven years.—F. Lawrence, 1; C. Lawrence, 2; B. Pile, 3.

SACK RACE.—Pile, 1; Barlow, 2; Wiltchell, 3.

VETERANS' RACE.—Dr. Clark, 1; W. S. Digging, 2; A. Blowsy, 3.

GIRLS' SKIPPING RACE.—Edie McLeod.

LADIES AND GENTS' DRIVING RACE.—Mrs. Brett and Mr. Pile, 1; Mrs. Smith and Mr. Pile, 2.

WHEELBARROW RACE, (Scratch): Messrs. Bord and Wiltchell, 1; Messrs. Brett and Bullen, 2; Messrs. Digging and Wiltchill, 3.

EGG AND SPOON RACE.—Gibson and Biden, 1; Ladd and Bacon, 2; Blowsy and Bullen, 3.

At the conclusion of the sports Dr. CLARK presented the prizes, and was accorded three cheers and a "tiger"; another followed for the donors, and the meeting ended.

LAWN TENNIS.

HONGKONG & KOWLOON.

The annual match between Hongkong and Kowloon after many delays was played off yesterday afternoon on the King's Park in ideal tennis weather. There was a good attendance to witness the play and it is satisfactory to note that the spectators were not disappointed. The exhibition of tennis was of a very high standard. On this occasion Kowloon showed up better than on previous meetings, the score being 105 games for Hongkong, and 86 for Kowloon.

Hongkong was represented by Pinckney and Carr, Harris and Aubrey, King and Hutcheson, and Sutherland and Pemberton, while the following did duty for Kowloon: Klimanek and Lapsley, Edwards and Fowler, Clelland and Wessner, and Mead and Green. The umpires were Messrs. Fittock, MacKenzie, Monagh and Pelling.

The light was all that could be desired but the wind proved a disconcerting factor. It robbed volleying of its value, and as it came over the shots it added uncertainties to the course of the balls. Victory went to the pairs who played the net game, the difficulties mentioned operating against those who attempted to keep the balls high. The courts, it should be added, were in splendid condition.

Carr and Pinckney carried off the honours for the visitors. Carr played perfect tennis but his companion made several mistakes. Carr, on the other hand, never missed a shot. Harris and Aubrey also played well for Hongkong. Klimanek and Lapsley, with three wins to their credit, did most for Kowloon, while Fowler and Edwards, after losing the first two matches, steadied themselves and played finely in the next two. Mead and Green also did well, winning from Sutherland and Pemberton and drawing with Hutcheson and King. The scores are as under:

Pinckney and Carr beat Fowler and Edwards 10/2, Klimanek and Lapsley 7/5, Clelland and Wessner 10/2 and Green and Mead 9/3.

Harris and Aubrey beat Edwards and Fowler 8/4, Clelland and Wessner 8/4, lost to Mead and Green 4/8, lost to Klimanek and Lapsley 5/7.

King and Hutcheson lost to Fowler and Edwards 5/7, Klimanek and Lapsley 3/9, drew with Mead and Green 6/6, beat Clelland and Wessner 9/3.

Sutherland and Pemberton lost to Fowler and Edwards 4/8, Mead and Green 5/7, Klimanek and Lapsley 3/9, beat Clelland and Wessner 7/5.

LAWN TENNIS LEAGUE.

CHINESE Y.M.C.A. & TAIKOO.

The meeting between these clubs on Saturday afternoon resulted in a win for the Y.M.C.A. by 56 games to 43.

Hill and McCubbin beat Lau Wing Cheung and T. M. Mohler 7/4, H. Gittins and Lau in Cheung 7/4, Ernest Ho and Wei Wing Lok 8/3.

Maesnick and Peacock beat Gittins and Lau in Cheung 7/4, lost to Ho and Wei Wing Lok 3/8, lost to Mohler and Lau Wing Cheung 4/7.

Hunter and Tillman lost to Mohler and Lau Wing Cheung 2/8, lost to Ho and Wei Wing Lok 2/9, lost to Gittins and Lau in Cheung 3/8.

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

ANHUI COPPER MINE TROUBLE.

REQUEST TO CANCEL SIR LISTER KAYE'S CONCESSION.

The Peking Daily News publishes the following translation of the joint petition, presented by the gentry of Anhui, concerning the copper-mining concession within the jurisdiction of the province of Anhui:

It is understood that an Agreement (under date of the 20th day of the 4th Moon of the 35th year of Kuanghsu) for the opening of copper-mines in the province of Anhui has been made and concluded in Peking between a British merchant known as Sir John Kaye (?) and the Board of Foreign Affairs.

Article IV. of the said Agreement states very clearly that before the scheme is being carried into operation, the party agrees to submit plans and specifications and provide necessary funds for the purchase of lands around the mining district, whereas Article V. of the same Agreement also points out very unmistakably that the Agreement is meant to be put into force within twelve months of its signature.

In view of the fact that the party has now violated these two provisions of the Agreement, due steps have since then been taken up by the Board of Foreign Affairs to adjust the matter.

We note, however, that recently a foreigner named (?) bearing pretentiously the name of a tourist, has secretly occupied the hill. He has lawlessly caused the grave-yards in its vicinity to be removed and the construction and widening of the roads are rapidly in progress. Furthermore, various machines, pertaining to the opening of the mines, are now ready on hand and worst than all, the party is apt to introduce all sorts of indecent amusements thereby attracting the natives to work in the mines.

The party, despite the repeated warnings of the Board of Foreign Affairs, has actually carried on the enterprise without any sanction from the Central Government and we, the gentry of Anhui, acting with a view to protecting China's Sovereign rights and the interests of our people, hereby jointly petition to Your Excellency, the Viceroy of Liangjiang, that the Board should be duly notified and that some measure must, in conformity, be taken to prevent further developments of such rash acts.

As we learnt that said British merchant would be in Peking in the near future to negotiate regarding the matter, we have now arranged to send several representatives and delegates, who are now on the way to Peking, to present their side of the question for fair settlement of the case.

It is our sincere hope that the Board shall never yield to the wishes of the merchant or sanction the further renewal of the Agreement. We also request the Board of Agriculture, Industry and Commerce to cancel the passport issued to the tourist (?) so as to avoid further trouble in the case and that the concession be handed over to the gentry for management.

A BIG MEDICAL SCHEME.

SUGGESTED MANUFACTURE OF SERUM FOR COLOMBO.

We understand, says the Times of Ceylon, that, in view of the great extension of the system of guarding against disease by inoculation, the question of establishing a manufactory in Colombo at which the various sera now in use could be made has been mooted. Questioned on the matter, Sir Allan Perry said: "It is quite true that the subject has been broached, but as yet it is very much in the air and no proposals have been sent into Government. It is felt that it would be very convenient to have all the sera we require, such as for enteric, diphtheria, etc., and cattle diseases, such as rinderpest, manufactured in the island. The British Bacteriological Institute who came out lately is accustomed to that work and he is at present paying considerable attention to the manufacture of a vaccine for small-pox, and there has been a great improvement in it since he came. However, a station for the manufacture of sera would be a very large scheme. Cold storage accommodation with enormous engines and machinery would be required, so that in any case a long time is bound to elapse before the idea materialises. I may say that they have such a station in the Philippines, erected at a large cost."

ARCTIC EXPLORATION.

AMUNDSEN'S NEXT VOYAGE.

On January 2, 1910, Roald Amundsen will sail on the Fram on his next voyage to the Arctic regions; the crew has been chosen. The Norwegian Government is supplying all the firearms and weapons needed, and the Carnegie Institute is giving the magnetic instruments. American hogs will be taken on board, as they can stand the Arctic climate very well; thus the expedition will have a good supply of fresh meat. The Fram is expected to arrive at San Francisco next June, and she will stay there until a suitable opening can be found in the ice. The last news to be sent by the Fram will be that sent from Point Barrow, the most northerly point in North America, and the expedition will sail from Point Barrow in August, 1910. Amundsen will not have wireless telegraphy on board, as the cost of the apparatus is so great. A motor engine of 200 horse-power will enable the Fram to attain a higher rate of speed and will also supply the vessel with electric light. The Fram will carry several kites of the best models. Amundsen hopes that he will be able to reach open water between Spitzbergen and Greenland in the summer either of 1914 or 1915, in the region in which the Polar Stream passes along the east coast of Greenland.

INDIAN WHEAT EXPORTS.

The Times of India observes:—An up-country contemporary says that when the irrigation works now completing are in operation, India will annually export an additional million tons of wheat, and asks how the railways are to carry this enormous mass of produce. The writer is under the mark. Karachi expects, when the irrigation works in the Punjab and Sind are finished and developed, to export in good years three million tons of wheat. The answer to this question how this produce is to be moved is surely contained in the investigation of the Committee which has been studying the question of wheat elevators in India. The obvious solution of the traffic problem is to follow the course of all great wheat exporting countries, and adopt scientific methods to distribute the export over the year so as to economize transport and be in a position to take advantage of the market. This can be accomplished only by the elevator system, which has been brought to such a pitch of perfection in Canada and America. We have not the slightest doubt that the elevator will come in India, because the alternative—enormous railway and shipping facilities which would be idle for eight months of the year—is prohibitively costly. This being so, the sooner a beginning is made with the provision of them, the less the cost and the greater the efficiency.

SHAREHOLDER'S LIABILITIES.

Some interesting information about the etiquette of the sea, which is apparently more complicated than that of the land, is contained in a recent issue of the *Shipping*. When to hoist his flag and when to ensign are apparently questions that puzzle the shipmaster, but if he follows the rules laid down for him he cannot go wrong. The

The announcement that petroleum has been found on the Duri Development Co.'s concession in Kelantan hardly comes as a surprise, as *Siam Observer*, as indications of it have found in various portions of the Malay peninsula, although, never up to the present time, indications on being followed up, promise of payable oil. It is only a few signs a couple of hard-working Australian prospectors, who had had experiences of Java, wanted a good deal of time and their own money in investigating what they were at one time sure would turn out a vast oil field somewhere in the Chantabun district at Muang Pang and various other parts north of Siam small quantities of petroleum come to the surface, but so far no one has attempted to make a study to ascertain its commercial value on an extensive scale, being due mainly to the difficulty in conducting operations in these regions. Indications of oil at various times have been reported in the Siam and Kedah provinces and there can be no doubt that in some places it may in the course of years repay extraction and refining.

Ten years ago Mr. James MacCarthy, Director General of Surveys, informed the writer that in course of his twenty years' residence in Siam he had come upon several half-crozes spots, adding, "I have not been able to work in them, or, you may be told, for the reason that they may prove to be full, for it is within the bare range of possibility that Siam kerosene may one day be known in the East as is the product of Java today."

morality in every department of life. In the early days of the Meiji era, many Japanese who had not joined any Christian body there was a belief in the necessity of a higher life, though this was a matter which could be successfully reduced to statistics. Christianity in Japan, he was inclined to think, was a great future before it. The spirit of this was to sacrifice everything for God, and master, was an admirable soil in which to plant the seeds of Christianity. Cheers! must be a very good thing before the Japanese could be able to take charge of the Christian Church. The greatest necessity now was to increase the number of American European missionaries there. Since he lived up his residence in England he had been very by the general ignorance here as to what missionary work really was. He would like to people, charitable to their neighbours, maintaining the opinion that for Oriental religions as they already possessed enough for them, which was not enough to say that there were no such thing as absolute truth. He thought that wise, the Christian doctrine. For those gathering there could only be one religion. (Cheers) There was a very great need of more helpers in Japan, and there was need of more contributions. In order to funds for St. Paul's Mission they had to various expedients, such as sales of bazaar, and he suggested it would give the money direct to the Society in giving it at the bazaar. (Longer) Cheers!

The Rev. H. H. H. was missionary in China, North China, and M. H. H. of the Church of England H. H. H. Champo, Korea, gave interesting and the growth of the missionary work in the countries.

LATEST STEAMER MOVEMENTS

The M.M. ste. *Touraine* left Singapore 31st inst., at 5 a.m. via Saigon, she is on Monday next at daylight and will be the same afternoon for Shanghai.

The C.N. Co.'s ste. *Sungkiang* left the 30th inst., and is due here to-morrow.

The C.N. Co.'s ste. *Singan* left Haiphong the 30th inst., and is due here to-morrow.

The C.N. Co.'s ste. *Liuann* left Shanghai the 30th inst., and is due here to-morrow.

shikaries of this country say that it is a white tiger they have seen.

pronounced. — *Call. m. —* Ang. *Call. m.*

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed-Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

A SMITH PREMIER TYPEWRITER in Perfect Condition. Apply by letter to— "SPEED," Care of "Daily Press" Office. Hongkong, 1st June, 1909. [811]

WANTED.

A ROOM on the Higher Levels with View of the Harbour for the Summer Months only. No board. Apply to— S. H., Care of "Daily Press" Office. Hongkong, 1st June, 1909. [812]

NOTICE.

M. R. J. F. CA DA SILVA is no longer connected with our Canton Branch, and the authority given him to Sign our Firm per Procuration there has been withdrawn. CHU Z. BASTO & Co. Hongkong, 25th May, 1909. [780]

NOTICE.

THE MANAGER OF KENNEDY'S STABLES begs to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later. Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support. Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed. G. W. GEGG, Manager. Kennedy's Stables. Hongkong, 5th May, 1909. [705]

IN THE MATTER of the estate of CARRIE ALVIRA WALTERS MEGIN, otherwise MABEL SHERMAN, otherwise EMILY LOUISE HALL, late of No. 12, Wyndham Street, Victoria in the Colony of Hongkong, the wife of HORACE JOHN MEGIN, of the United States Ship "SAMAR" Hospital Steward, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting to the 31st day of October, 1909, for sending in Claims against the above estate.

All Creditors and other persons having any Claims against the said estate are hereby required to send their Claims to the undersigned on or before the said date.

Dated this 17th day of May, 1909. OTTO KONG SING, Solicitor for the Official Administrator, No. 12, Queen's Road Central, Hongkong. [746]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished. Apply to— "K," Care of The Yokohama Specie Bank, Ltd. Hongkong, 28th May, 1909. [795]

MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to— "K," Care of "Daily Press" Office. Hongkong, 28th May, 1909. [537]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. [748]

DON'T DELAY!

JUST UNPACKED:

INDIAN LONGCLOTH,
NAINSOOK,
LINEN,
MADAPOLAN,
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HOOSAIN-ALI & Co.,
14, Queen's Road, Central,
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ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
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FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information. PRICE: 51 CASH.
On Sale at the "DAILY PRESS" Office, or Local Booksellers.

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply— CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD. Six Roomed House with Out-house. Fine View of the Harbour. Possession from 1st July, 1909.

Apply to— F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 20th May, 1909. [753]

TO LET.

A HOUSE in WONG NEI CHONG ROAD. A HOUSE in RYDON TERRACE. OFFICES TO LET, No. 2, CONNAUGHT ROAD, 3rd Floor. No. 3, CLIFTON GARDENS, Conduit Road. No. 10, DES VŒUX ROAD CENTRAL, 1st floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL. PLATS in MORETON TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1909. [97]

TO LET.

NO. 2, OLD BAILEY. Immediate Possession. Apply to— ARRATON V. APCAR & Co., 14, Des Vœux Road. Hongkong, 8th May, 1909. [717]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office. No. 1A, WYNDHAM STREET (suitable for Office and Godown). No. 2A, D'AGUILAR STREET (suitable for Office and Godown). All of which were lately occupied by Welsmann Ltd. For Particulars, etc. Apply to— YEE SANG FAT & Co., 34, Queen's Road Central. Hongkong, 19th March, 1909. [469]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. No. 1, ALBANY, from 1st July, 1909. NEW FIVE ROOMED HOUSES in Shelley Street. The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909. FERNIDE No. 71, Peak Unfurnished from 1st May, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kaitai, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GODOWNS in Duddell Street. BELLIOS TERRACE HOUSES, ROBINSON ROAD. FOR SALE—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 28th May, 1909. [100]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 5 Large Rooms each. Can be let together or separately. Apply to— Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central. Hongkong, 23rd February, 1909. [213]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET. Apply— Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES, at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 42, Yauwatti, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st June, 1909. [547]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central. Apply to— S. J. DAVID & Co., Prince's Buildings. Hongkong, 25th March, 1909. [518]

TO LET.

STORAGE. FOR COAL, TIMBER, &c. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply— GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906. [96]

TO LET.

LARGE OFFICE ROOM, on 2nd Floor of Prince's Building. Moderate Rent. Apply to— "C," Care of "Daily Press" Office. Hongkong, 5th May, 1909. [706]

TO LET.

ROOMS suitable for Offices in No. 10, Lee House Street, in rear of David Sassoon & Co.'s premises. Apply to— DAVID SASSOON & Co., LTD. Hongkong, 11th May, 1909. [553]

TO LET.

CONDUIT ROAD LEVEL. A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the 1st of June. For particulars address— "ALPHA," Care of "Daily Press" Office. Hongkong, 14th May, 1909. [50]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong. Apply— T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "EBANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to— ARRATON V. APCAR & Co., 14, Des Vœux Road. Hongkong, 3rd March, 1909. [399]

TO LET—FURNISHED.

FROM JUNE 15TH TO SEPTEMBER 30TH, 1909.

NO. 7, MAUDONNELL ROAD. Equipped with Electric Light and Ceiling Fan. Apply to— HERBERT W. LOOKER, 1, Des Vœux Road Central. Hongkong, 26th May, 1909. [782]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate. Apply to— KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK OF MATERIALS is always kept on hand. "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready. Short Notice. [805]

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Extreme Length ... 722 feet
Width of Entrance on Top ... 714 "
Width of Entrance on Bottom ... 884 "
Water on Blocks at Spring Tide ... 22 "
DOCK NO. 1.
Extreme Length ... 523 feet
Length on Blocks ... 513 "
Width of Entrance on Top ... 88 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide ... 64 "
DOCK NO. 2.
Extreme Length ... 371 feet
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

PATENT SLIP. Suitable for vessels up to 1,000. THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK OF MATERIALS is always kept on hand. "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready. Short Notice. [805]

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NOTICES TO CONSIGNEES

S.S. "SYDNEY," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Medoc" from Havre or s.s. "Medoc" from Bordeaux or s.s. "Vile de Lorient" and "Vile de Constantine" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining unlanded after Tuesday, the 1st June, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 1st June, or they will not be recognized. All damaged packages will be examined on Tuesday, the 1st June, at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPFOMRIN, Agent. Hongkong, 25th May, 1909. [2]

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Ltd., Kowloon and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 7th June, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th May, 1909. [785]

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Ltd., Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day. Goods not cleared by the 3rd June, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 27th May, 1909. [803]

FROM EUROPE.

THE H.A.L. Steamship

"ISTRIA," Captain Rohde, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 28th May, 1909. [804]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point, Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M. All Claims must reach us before the 8th June, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MEICHERS & Co., General Agents. Hongkong, 29th May, 1909. [5]

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers—

KÖNIGLICHE SERHANDLUNG (PREUSSISCHER STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BIECHROEDER BERLINER HANDELS-GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHNEN

JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co., Koen. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

Frankfurt a. M.

London Bankers: Messrs. N. M. Rothschild & Son; THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOHN, Manager. Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 552,000
RESERVE FUND ... 250,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:
For 12 months ... 4 per cent.
For 6 " ... 3½ per cent.
For 3 " ... 2½ per cent.

EVAN ORMISTON, Manager. Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP—Yen 24,000,000
RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chiofo, Tientsin, Peking, Nanking, Hankow, Port Arthur, Amoy, Lianyung, Mukden, Tientsin, Chang Chun.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
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PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

SCIENTIFIC MISCELLANY.

PASSING OF ANOTHER ILLUSION—ANTS IN THE GEOLOGICAL SURVEY—ALL IN THE DOSE—A SANITARY DISTRIBUTING CAN—CRACKS IN THE AIR—ANTI-SCALE ELECTRIFICATION—THE FLUID TELESCOPE—MIRROR—FREIGHT AIRSHIP—SAVING WITH PAPER—WING PUSH PER HORSE-POWER—A KITE-FLYING REGULATOR.

The general belief that when one or more senses are lacking the others become more acute has been shown to be an error by M. Kunz, director of the Institution for the Blind at Mulhausen, Germany. Comparison of the blind with pupils of the same age in the public schools gave quite surprising results. There was no difference between the seeing and the blind in perceiving the direction of sound, no material difference in the distance at which sounds could be heard, but the seeing had greater acuteness of smell, and a finer perception of touch as tested by the minimum distance at which two points could be distinguished as separate. The average blind, therefore, not only lack a sense but have other senses less acute than the seeing. The necessities of the blind compel them to heed slight impressions of touch and other sensations that are usually neglected by others, and this may account—in part at least—for the mysterious way in which they avoid obstacles.

Localities in Wyoming abound in teeth and bones of fossil fish, crocodiles, lizards, etc., and paleontologists of the Geological Survey have lately discovered that these small fossil bones—most easily found when scattered in the soil—are quite numerous among the small stones that a certain species of ant has collected in great quantities in its nest-building. On sifting these stones the fossil-hunter separates out a good supply of fish-scales, jaws, vertebrae, etc., with very little trouble. An enterprising collector even transplanted some of the ants to an antless region some miles away, and the next year he was rewarded by finding that they had built hills, in each of which they had gathered 30 or 40 teeth, etc.

Two kinds of action on plants and animals have been shown by X. rays. The concentrated rays have a destructive or paralyzing effect, but in small and oft-repeated doses they stimulate the tissues to abnormal activity, and increased growth. The large doses have given rise to 11 cases of cancer in X-ray workers in England.

A pneumatic milk can is a novel device to ensure that milk reaches the consumer in the condition that it leaves the dairy. The can is filled, compressed air previously sterilized is pumped into it, and the cover is locked. On opening a valve the milk is forced out as desired by the pressure of the confined air. Dust and insects cannot enter, and it is impossible to change or adulterate the contents of the can without breaking the lock and removing the cover.

Lightning is a huge electric spark following cracks in the atmosphere, is the interesting theory of Prof. A. W. Porter, an English physicist. It does not take the well-defined zigzag course in which it has been so often pictured, and its actual irregular path suggests that the air must be cracked by a blow of sufficient sharpness, like that from a powerful electrical discharge. Though cobbler's wax, like the air, is an unlikely thing to crack, it splits easily under a sudden blow.

Boiler scale is prevented, in the process of F. A. Lort, an English experimenter, by simply passing through the working boiler the moderate current of any ordinary dry or wet electro-chemical primary battery. The current hastens the deposition of solids in mechanical suspension, and the precipitation of those in chemical solution, and the resulting mud contains only loose particles of the lime, magnesia or other impurities from the water. Tests are suggested to determine the working value of this process.

The mercury telescope used last summer by Prof. R. W. Wood of Baltimore is a 20-inch basin of mercury that on being rotated by a motor becomes a concave mirror of variable focus. A disadvantage is that the mirror must be kept horizontal. When the irregularities of running have been overcome so as to give the necessary steadiness, it is hoped to have a mirror 10 or 20 feet in diameter constructed for some southern station, where it can be used for photographing details of the planets as they pass directly overhead.

The freight airship of Prof. Schütte of Danzig, Prussia, is to be 310 feet long and 50 in diameter, with a skeleton of wood, and a car 120 by 124 feet. Two gas engines of 150 horse-power each are expected to give a speed of 50 miles an hour, carrying a cargo of two tons or more, besides crew.

Centrifugal force is the active agent in some interesting phenomena, such as keeping a bicycle upright, causing a top to return to a certain position after being disturbed, and giving to a soft iron disc the rotatory tension that enables it to cut through heavy armor plate. A disc of cardboard revolved rapidly in a lathe behaves like sheet metal. A report of German experiments states that the cardboard can no longer be bent, and if struck with a hammer it emits a sound like that from bronze. Even paper acquires quite unusual properties. An 8 inch disc of good paper, perfectly circular, was placed on the shaft of an electric motor, and when rotated at the motor's highest speed it easily saved through cigar-box wood. Centrifugal force may give many other curious effects. For example, a small chain may be fitted as a closed ring on a rotating drum in such a way that it can be slipped off when the drum reaches

its highest speed, and the chain will then roll on a table like a solid ring and bounce up like a hoop on striking the ground.

Flapping wings have been tested in a small model by the Aeronautical Society of Great Britain. It was shown, R. F. Moore claims, that a horizontal thrust of 20 to 27 pounds can be obtained, a result far in excess of the 6 to 7 pounds given by the propeller of Wilbur Wright. In the view of Mr. Moore, a true flier, with the flapping wings of nature, would be far superior to any "power kite" or "power gas-bag" for travelling in the air. It would be more independent of the weather conditions; more self-contained and capable of high speed. A demonstration is promised when the full-sized machine can be provided.

A kite station, with facilities for daily ascents, of kites or balloons under almost all weather conditions is the scientific novelty of the German Government on Lake Constance. A vessel of 350 horse-power, capable of 19 knots, provides the means for making the ascents. To make a light wind effective, the vessel is run against it; and when a gale is blowing the force on the kite is reduced to safe working by running with the wind. The observations made are telegraphed daily to the chief forecasting office.

DRILL BEFORE WORK.

TRAINING SCHEME FOR TERRITORIALS.

The time-table for clerks serving as Territorials in the Victoria Rifles, according to a new scheme which is to be tried this year for a week in camp, is as follows:—

Revolve 5 a.m.
Parade 5.15 a.m.
Musketry or drill 6 a.m.
Breakfast 7.30 a.m.
Train to town 8 a.m.
(After breakfast the men go to their work, returning at night.)
Supper from 8 onward.
First post 9.30 p.m.
Last post 10.30 p.m.
Lights out 10.45 p.m.

The drill season of 1909 will be remarkable for some genuine experiments in utilizing spare time as Territorials can give for extra training. As already detailed metropolitan corps are to have a week-end divisional camp, but in addition to this, a notable innovation, is the one referred to above, which is to be regimentally tried by the Queen Victoria's Rifles (nominally the 9th Battalion County of London Regiment).

This famous battalion was on May 6 to open for the season a camp at Stanmore, in Middlesex, where, in turn, the eight companies of the corps of the old Victoria and Bloomsbury amalgamated—will be quartered for a week each. The training is to be done in the early hours of the morning, and after breakfast the men will depart for London to follow their ordinary avocations, the majority being clerks and men who commence work about nine a.m. After business hours the men will return to the camp and discipline at Stanmore, ready for the next day's sunrise parade. This means the men will have two hours' training before breakfast and a week's camp routine.

Colonel Tanqueray, the commanding officer, has appointed Captain S. V. Shea to be camp commandant, with Lieutenant R. W. Cox as acting adjutant and Sergeant F. E. H. Trask for quartermaster's stores duties. The men will fire their annual course of musketry during their week's stay, and will also put in a number of efficiency drills. E. Company will commence this interesting experiment by assembling at Stanmore after working hours on May 5, and D. Company will follow on May 6. The first camp will be fixed at 1 a.m. (dinner at 1.15, tea 6.1, supper 1.4, and dinner on Sunday 1.6). The men will catch the eight o'clock train each day, arriving at Euston in 40 minutes and Broad-street in 50 minutes; or the nine o'clock train, taking 40 and 50 minutes respectively.

THE MISSING LINK.

OLDEST HUMAN REMAINS FOUND NEAR HIEDELBERG.

The discovery of the complete skeleton of a man of the Neanderthal type in the caves at Chappelle-aux-Saunders, in the Dordogne, has excited considerable interest among anthropologists, but now an even more important discovery has been made by a German scholar of remains undoubtedly human, which far exceed in antiquity any hitherto discovered.

For more than twenty years Mr. Schönmack has been engaged in the careful exploration of some large sand quarries about ten miles from Heidelberg, in the hopes of finding human fossil remains. The long work has at last met with its reward. The place where the find was made is a large sandpit which passes through many geological strata, and at the depth of 78 ft. the explorer was rewarded by the discovery of a perfect specimen of a human lower jaw in excellent preservation.

After passing through several strata the explorer came to one which from the number of boulders deposited clearly belonged to the glacial period. Below this was a bed of conglomerate, composed of round stones bedded in chalk, and in this was discovered, but a few feet from the base rock, the jaw in question—a remarkably well-preserved specimen.

A careful examination of the strata revealed many remains of fauna contemporary with the man's presence. The stag (Cervus elaphus), the cave bear, and the hyena, but no trace of the mammoth; but in place of this were found bones of the Elephas antiquus, as well as the remains of the rhinoceros and the horse, and many skulls. These deposits show that the strata was similar to that of the pre-glacial period of Norfolk. The deposit lay then clearly between the pleistocene and the lower quarternary ages. Here the human remains were discovered.

FASHIONS AND FANCIES.

NOTHING TO WEAR.

This is the time of year when we look despairingly at the pages in our wardrobes and the depressing things that hang on them, coming to the conclusion that we have positively nothing to wear. Winter clothes are impossible in this radiant spring sunshine. Summer garb is too thin, and demi-season gowns are wrong in the sleeves, or the waist is in last year's position, an inch or so too high. Short skirts, built last autumn, are not nearly short enough, now that the correct length shows the instep betraying its secret of the aristocratic arch or plebeian flatness. Even the rather smart blue serge acquired in Paris in November has the wrong line at the back. Fashion changes desperately, quickly nowadays, and still justifies the man who, having bought his wife a new hat, ran the whole way home with it lest the fashion should have changed before he got there.

THE PROBLEM SOLVED FOR SOME.

It is easy for the full-pursed to solve the problem. All they have to do is to rally forth and secure something up-to-date from their favorite tailor or milliner, probably both. Their only difficulty is that of choice, and that is greatly helped by the sound advice of the sartorial professors. They select a model to be copied for a tailor-made and choose the material. A racing coat is discussed in the same way; and a visit to the pot modiste results in the acquisition of a cool costume for mornings, a more elaborate one for afternoons and a ceremonious one for weddings and at homes.

BUT THEN THE OTHERS?

However, it is not everybody who has a well-filled purse, especially at this season of year, when fathers and husbands have just emerged from the tax paying quarter with averted salutes at the bank. And how is the problem to be solved without that very agreeable possession, ready cash? It is managed by thousands and thousands of well-turned-out Englishwomen by the simple expedient of employing a home-dressmaker for a fortnight or three weeks, and placing in review before her the contents of the wardrobe, after having ascertained that her views on sleeves and waists, coats and skirts, are thoroughly up-to-date. True, the spare room will be a chaos of clothes during her stay, and the whole house will be strewn with pins and snippings, but as the gowns, costumes, renewed in youth and immediately up-to-date, the owner says to herself triumphantly: "Something to wear at last!"

SOME FULLER SKIRTS.

Until the last week or two skirts were so skimpy and tight that there was some danger of a return to the ugly tie-backs of some fifteen years ago. But it is good news that a decided fulness has been decreed for skirts in such materials as tulle, crepe-de-chine, shantung, tussore, alton, voile, and the exquisite silk cashmere, one of the most perfect draping textures ever woven. Though the skirts sit closely on the hips, the fulness is considerable in the long polonaises and square-cut tunics which are also a revival of a half-forgotten mode. A white flannel with a white bloom upon it, all the blue flannel with a white bloom upon it, all the high lights in a deep point at the back, the folds above the point held by a large rosette of the material itself. The skirt below is very full and long all round.

THE WOODEN ARMS.

The new sleeves are sufficiently full to take away the stick-like look of the arms in the very tight ones that made them look like jointed wood. A pretty frock in another new material, poplin tussore, has sleeves fully gathered, but yet fully defining the arms, though allowing the undersleeves to appear for two or three inches on the shoulder. The front is not at all the deep scoop to which the Directors gown accustomed, but forms a much more natural line, generally made of very fine net, tucked perpendicularly, it comes to the waist, and is defined by the pointed line of the dress from mid-shoulder to waist. The poplin tussore in question has the white front out in this way, and just about the waist appears the daintiest possible little waistcoat, three or four inches high, in black satin with buttons imitated in red leather from holly berries. The collar is in the satin, and is finished with the leather berries in the same way.

STUDIES IN HARMONY.

It is by no means uncommon for a gown to be made to match a jewel or suited to the eyes and hair of the prospective wearer. Some of the pretty ladies who attend Mr. de Herter's concerts are said to have devised some charming gowns to harmonize with the unique and beautiful room in which they are given, the Persian hall built from the designs and under the direction of M. Dufaloy, who excavated the ruins of Persia. The room is an exact reproduction of the scale of the court of the garden of the King's palace mentioned in the Book of Esther, not only in form but in colour. Walls and pillars are tiled in pale tones of greenish blue. How a true artist in dress would revel in the task of composing a charming toilet that would combine the idea of romantic ancient Persia combined with the exquisite music of the old Venetian violin (Venetian school) on which Mr. de Herter is to interpret among other compositions the beautiful and seldom heard Seventh Sonata of Beethoven. What an ideal gown it would be!

THE HEADGEAR OF THE HOUR.

As to millinery, one must either choose one of the aberrations of the moment, or be true out of it. The hats look very much like the showrooms, and milliners still on some heads. Still, there are degrees of eccentricity, and the purchaser may compromise by selecting a hat in the now drowsy daisy straw (looking like the petals of the flower very closely jammed together, but often black or brown), which does not come down so far over the face as to cover both eyes. "Might as well have no hair at all," grumbled the owner of a lovely chestnut chapeau, surveying her reflection in a hat shaped like a small zinc wash-bat, which completely hid the hair in front, at the back and on the right side, and formed an oblique line which kindly permitted one eye to guide the wearer in walking. "The right side?" someone will surely query. Yes! The trimmings are all at the right side now. It is like an "over" in cricket. But there is, a good reason for the change over in the game, and there is none at all for that on the hats.

THE DUCHESS OF DANTZIG HAT.

This is the most powerful rival of the Merry Widow hat. Its dimensions are less portentous than those of the latter, and the shape is very becoming. In black with a broad band of sapphire velvet and a cellophane (the new name for chon), also in the velvet, it is very smart. From the cellophane there starts, on some of these hats, a group of the new feathers cut down almost to the very stems; a very curious adornment—X, and Z, in the Globe.

NOTICE TO KOWLOON RESIDENTS

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KOWLOON BOOK STALL, Ferry Wharf
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SHIPPING IN PORT.

STRAMERS.

ASIA, British str., 5,432, H. Cankrager, 23rd May—San Francisco 24th April & Shanghai 20th May, Manila and General—P. M. S. S. Co.
ATLANTIS, American str., 1,490, Eridza, 26th May—Manila 23rd May, Sugar—Baretto & Co.
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 29th May—Calcutta and Straits 13th May, General—D. Sassoon & Co.
CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.
CHONGSHING, British str., 1,265, V. McLiddell, 25th May—Chefoo 25th May, General—Jardine, Matheson & Co.
CHIRRA, British str., 1,348, A. Harris, 30th May—Shanghai 27th May, General—Butterfield & Swire.
CHITVEN, Chinese str., 1,177, C. Stewart, 26th May—Shanghai 26th May, General—C. M. S. N. Co.
CHOSHUN MARU, Japanese str., 1,303, T. Suruga, 30th May—Shanghai 23rd May, General—Osaka Shosen Kaisha.
CHOYANG, British str., 1,424, A. E. Sandback, 30th May—Shanghai & Swatow 25th May, General—Jardine, Matheson & Co.
CHUNSIANG, British str., 1,418, W. E. Sawyer, 22nd May—Wuhu and Huking 18th May, General—Jardine, Matheson & Co.
FACANG, British str., 1,410, S. Makin, 30th May—Saigon 25th May, Rice, Mail and General—Wo Fat Sing.
FRITHOF, Norwegian str., 891, Anderson, 29th May—Norchving 21st May, Hens—Aagaard, Thorsen & Co.
GERMANIA, German str., 1,74, C. Jurgensen, 25th May—Chefoo 19th May, General—Jensen & Co.
GLENGLOAN, British str., 3,809, McGregor, 21st May—Fochow 19th May, General—McGregor, Bros. & Gow.
GREGORY APCAR, British str., 2,961, S. H. Hudson, 27th May—Yokohama, Kobe and Moji 22nd May, Coal and General—David Sassoon & Co.
HAICHING, British str., 1,234, W. C. Passmore, 30th May—Fochow and Swatow 29th May, General—Douglas, Lippitt & Co.
HALLVAD, Norwegian str., 1,666, R. Romberg, 22nd May—Moji 16th May, Coal—Aagaard, Thorsen & Co.
HANYANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice & General—Butterfield & Swire.
HEIN, Norwegian str., 758, A. Erickson, 13th May—Bangkok 5th May, Rice—Yuen Fat Hong.
HOLSTEIN, German str., 1,103, P. Hong, 25th May—Halle 20th May, Sugar—Jensen & Co.
HONGKONG MARU, Japanese str., 3,453, H. S. Smith, 19th May—Moji 14th May, Coal and General—Togo Kisen Kaisha.
HUICHOW, British str., 1,217, E. Forsyth, 29th May—Tientsin and Swatow 23rd May, General—Butterfield & Swire.
KAIFONG, British str., 987, C. Lindbergh, 28th May—Coba and Halle 24th May, General—Butterfield & Swire.
KALGAN, British str., 1,143, Lewis, 25th May—Chinking 21st May, Rice—Butterfield & Swire.
KOSCHANG, German str., 1,392, Redeker, 21st May—Bangkok 13th May, Rice—Butterfield & Swire.
LANDART SCHIFF, German str., 2,500, Struwe, 30th May—Chinking 25th May, Rice—Siemens & Co.
LOONOK, German str., 1,220, P. Wittstock, 24th May—Bangkok 15th May, Rice—Butterfield & Swire.
LYSHOLT, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg-merika Linie.
MACRAE, German str., 996, R. T. Pöhner, 28th May—Bangkok 20th and Swatow 27th May—Norddeutscher Lloyd.
MEENPOO, Chinese str., 1,339, J. McArthur, 24th May—Shanghai 21st May, General—C. M. S. N. Co.
MONTROSE, British str., 2,386, R. Glegg, 22nd May—Moji 16th May, Coal—Dedwell & Co.
MOYORI MARU, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.
MOYORI, British str., 3,211, J. Iken, 30th May—Shanghai 27th May, General—Butterfield & Swire.
NANSHAN, American str., 1,517, Carter, 29th May—Swatow 26th May, Coal—Admiralty.
NIPPON, Swedish str., 4,016, C. A. Paulsen, 18th May—Singapore 12th May, General—Melchers & Co.
OLDENBURG, German str., 3,166, H. Rehn, 30th May—Bremen 24th April & Colombo 20th May—Melchers & Co.
ONSA, British str., 1,737, E. S. Woolley, 9th May—Hongkong 6th May, Coal and Cement—Jardine, Matheson & Co.
QUINTA, German str., 997, T. Fuhm, 23rd May—Wuhu 18th May, Rice—Siemens & Co.
RAJAZUEL, German str., 1,189, H. Bremer, 18th May—Bangkok 13th May, Rice—Butterfield & Swire.
RAJAH, German str., 2,500, H. E. Rehn, 28th May—Bangkok 2nd May, Rice—Chinese.
SCARVIA, German str., 8,089, V. Duhven, 29th April—Singapore 21st April, General—Hamburg-merika Linie.
SHANTUNG, British str., 1,335, Robinson, 24th April—Hongkong Coal—Butterfield & Swire.
SHIBETORO MARU, Japanese str., 3,376, S. Atsumi, 27th May—Milke 22nd May, Coal—Osaka Shosen Kaisha.
SUIMOW, German str., 1,112, E. Anders, 15th May—Wuhu 11th May, General—Hamburg-merika Linie.
SUMATRA, German str., 820, C. Wanco, 22nd May—New Guinea 30th April, General—Melchers & Co.
SUVERO, British str., 4,011, Shotton, 18th May—Manila 15th May, Hemp and Flour—Dedwell & Co.
TEAR, British str., 1,346, A. W. Outerbridge, 28th May—Manila 25th May, General—Butterfield & Swire.
THONDIS, Norwegian str., 1,091, Jorjensen 25th May—Bangkok via Swatow 21st May, Rice—Kin Yit Lung.
TOSU, Jap. str., 3,670, T. Harishio, 30th May—Yokohama and Shanghai 27th May, General and Coal—Nippon Yusen Kaisha.
TRIGONIA, Dutch str., 1,070, G. Hulcher, 30th May—Fochow 28th May, Ballast—Asiatie Petroleum & Co.
YATSHING, British str., 1,424, M. Courtney, 29th May—Chingwantai and Shanghai 26th May, Coal—Jardine, Matheson & Co.
Y. SOFTUA, American str., 555, Calbreath, 13th April—Manila 10th April, Sugar—Chinese.

SAILING VESSELS.

ALCIDES, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

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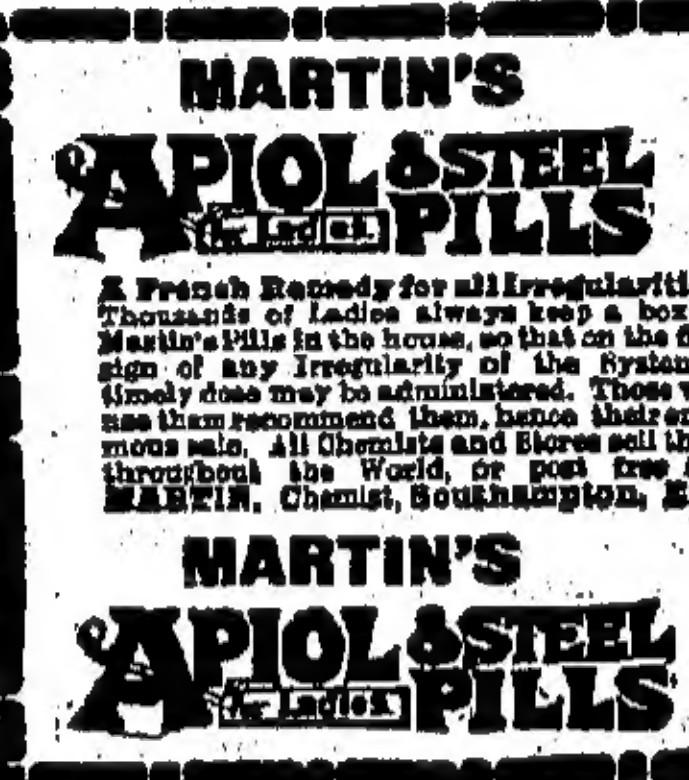
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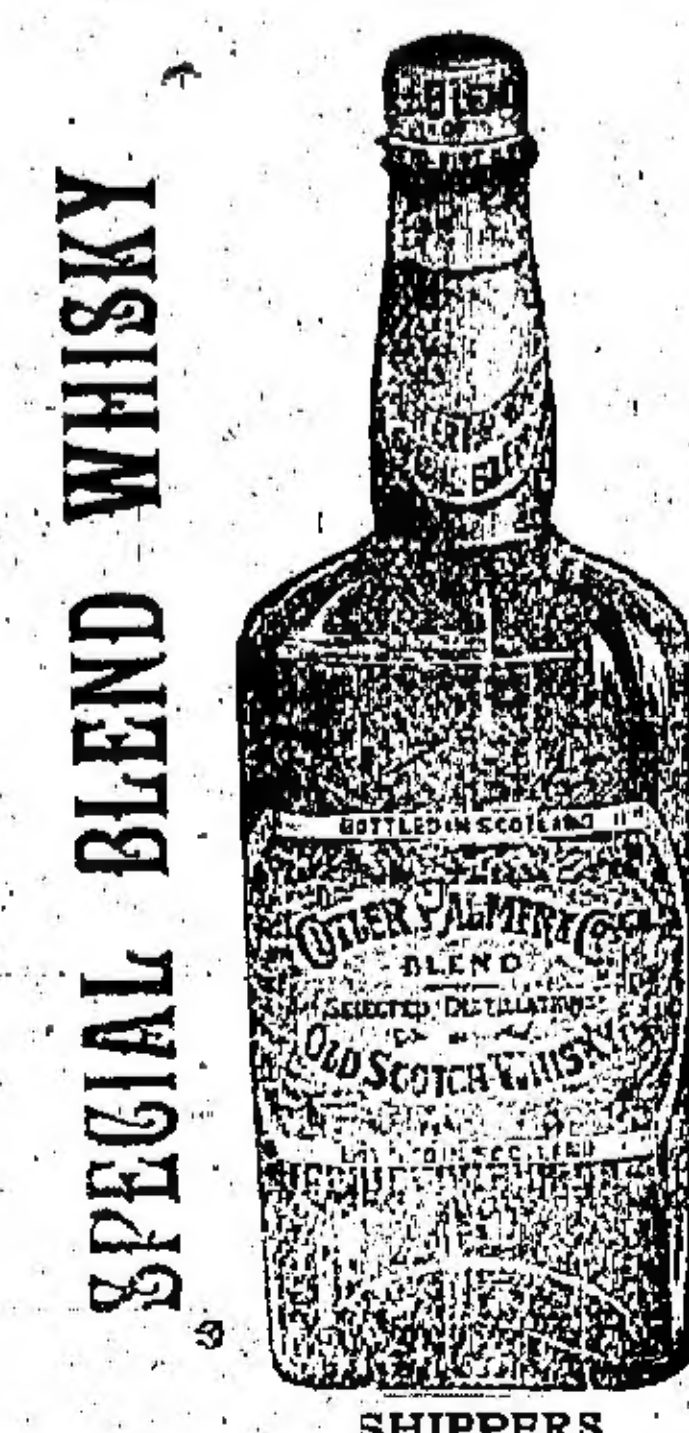
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SHIPPING.

ARRIVALS.

BORNEO, German str., 1,344, Bombill, 31st May—Sandakan 25th May, Timber—Melchers & Co.
 ORILLI, British str., 1,103, J. Warrack, 30th May—Hongkong & Hothow 29th May, Coal—Butterfield & Swire.
 FRI, Norwegian str., 860, C. Wagle, 31st May—Haiphong and Hothow 29th May, Rice—Viguard, Thoresen & Co.
 KIANG-PING, Chinese str., 1,222, H. Udden, 30th May—Chinkiang 25th May, General—Tung Kee & Co.
 KITANO MARU, Japanese str., 5,277, F. E. Cope, 31st May—Shanghai 28th May, General—Nippon Yusen Kaisha.
 MERAPI, Dutch str., 1,597, E. Uhlal, 31st May—Java via Singapore 24th May, Sugar—China.
 YUNSHANG, British str., 1,128, P. H. Rolfe, 31st May—Manila 28th May, General—Jardine, Matheson & Co.
 ZAPIRO, British str., 1,625, Rodgers, 31st May—Manila 29th May, General—Shewan, Tomes & Co.

DEPARTURES.

30th May.
 ELSEBACH, German str., for Auganers.
 HUTCHON, British str., for Canton.
 KIANG-PING, Chinese str., for Canton.
 TRIUMPH, German str., for Hongkong.
 VICTORIA, Swedish str., for Haiphong.
 31st May.
 PHRANANG, German str., for Swatow.

SHIPPING REPORTS.

The British str. Yachang reports: Moderate to strong N.E. winds.
 The Dutch str. Mercury reports: Fine weather. Southerly light winds and calm sea till South of Paracels, afterwards till Hongkong strong N.W. and N.E. Easterly winds with high sea and cautiously rain.

VESSELS IN DOCK.

May 31st.
 ABERDEEN DOCK.—Hain, Onang, Sumatra, Loyal, Hvalard.
 COSMOPOLITAN DOCK.—Asia.
 TAIKOO DOCK.—Maple Leaf, Chenan, Tein.

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 Hongkong, 31st May, 1909. [789]

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 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the B.M.S. "PERSIA" due in London on the 25th July, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to—
 E. A. HEWETT, Superintendent.
 Hongkong, 31st May, 1909. [1]

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 Hongkong, 25th May, 1909. [777]



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 Hongkong, 25th May, 1909. [777]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINE	On 8th July.
BREMEN, HAMBURG & ROTTERDAM, &c.	SUEVIA	Ger. str.	k.w.	Solmer	HAMBURG-AMERIKA LINE	On 11th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	On 17th inst.
HARVE & HAMBURG VIA STRAITS, &c.	ISERIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 10th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANTON	Swed. str.	—	Broo	MESSAGERIES MARITIMES	About 8th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYMERIN	Fr. str.	—	N. Nielsen	MESSAGERIES MARITIMES	On 8th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKARA MARU	Jap. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at D'light
MARSEILLES, BREMEN & HAMBURG, &c.	DENNIGHSHIRE	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	About 12th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	SADO MARU	Jap. str.	—	V. Dobson	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	SCANDIA	Ger. str.	k.w.	Porzellan	HAMBURG-AMERIKA LINE	On 1st July.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	SILVIA	Ger. str.	k.w.	F. F. Cope	HAMBURG-AMERIKA LINE	On 2nd inst.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	KITANO MARU	Jap. str.	—	E. Malchow	NIPPON YUSEN KAISHA	To-day, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	HONGKONG MARU	Jap. str.	—	Mohr	MELCHERS & Co.	To-morrow, at Noon.
NEW YORK	WOLGINS	Ger. str.	—	—	—	About 7th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	PATERN	Brit. str.	—	—	—	On 22nd inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	—	On 16th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	—	On 12th inst., at 6 P.M.
TACOMA VIA SHANGHAI & JAPAN, &c.	TACOMA MARU	Jap. str.	—	W. Shotton	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SOVERIC	Brit. str.	—	T. Harrison	OSAKA SHOSHUN KAISHA	On 3rd inst.
VICTORIA, B.C. & SEATTLE VIA KIELUNG, &c.	TOSA MARU	Jap. str.	—	K. Kawara	DODWELL & Co., Ltd.	On 8th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA KIELUNG, &c.	SHINANO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	G. W. Eddy	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. Isaki	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Mathieson	MELCHERS & Co.	On 18th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	W. J. Davies	NIPPON YUSEN KAISHA	On 9th July, at Noon.
KOBE & YOKOHAMA	YUNSHANG	Jap. str.	—	K. Homma	JARDINE, MATHESON & Co., Ltd.	On 4th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 11th inst., at 5 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 9th inst., at Noon.
JAPAN	TUJILONG	Dut. str.	—	J. J. van Emmerick	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	HUTCHOW	Brit. str.	—	E. Forsyth	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN VIA WEIHAIWEI & CHEFOO	CHONGSHING	Brit. str.	—	V. McClymont-Liddell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	CHOYANG	Brit. str.	—	Sandback	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSUN MARU	Jap. str.	—	T. Suruga	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Jap. str.	—	M. Winckler	OSAKA SHOSHUN KAISHA	On 3rd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUTFOLD	Ger. str.	1 m.	H. Kirschner	MELCHERS & Co.	About 3rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SIMLA	Brit. str.	1 m.	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	About 3rd inst.
SHANGHAI	CHINTUA	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	LIANAN	Brit. str.	1 m.	—	—	On 6th inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOORANE	Brit. str.	—	—	—	On 7th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEQUIRA	Brit. str.	—	—	—	On 7th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	BEARILLA	Ger. str.	k.w.	—	—	About 8th inst.
SHANGHAI	DEVANHA	Brit. str.	—	—	—	On 9th inst.
SHANGHAI	YINGCHOW	Brit. str.	—	—	—	On 10th inst.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dut. str.	—	—	—	On 10th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SEGOVIA	Ger. str.	k.w.	—	—	Middle of June.
SHANGHAI	TUJILONG	Dut. str.	—	—	—	On 22nd inst.
SWATOW, AMOY & FOCHOW	DAIGI MARU	Jap. str.	—	—	—	Quick despatch.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	—	—	On 6th inst., at 10 A.M.
MANILA	HAIFAN	Brit. str.	2 h.	—	—	To-day, at 1 P.M.
MANILA	YUNSHANG	Brit. str.	1 m.	—	—	On 4th inst., at 1 P.M.
MANILA	KAIPOK	Brit. str.	—	—	—	To-day, at 3 P.M.
MANILA	ZAPIRO	Brit. str.	—	—	—	On 4th inst., at 4 P.M.
MANILA	TEAN	Brit. str.	1 m.	—	—	On 5th inst., at Noon.
MANILA	RUBI	Brit. str.	—	—	—	On 8th inst., at 3 P.M.
CERU & ILOILO	CHIEI	Brit. str.	1 m.	—	—	On 12th inst., at Noon.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	—	—	On 3rd inst., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	MOYON MARU	Jap. str.	—	—	—	Beginning of June.
SINGAPORE & SOUTHERN BAY	ONANG	Brit. str.	—	—	—	On 3rd inst.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	—	—	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	—	—	On 3rd inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TUBODAS	Dut. str.	—	—	—	On 16th inst., at Noon.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO"	Beginning of June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ ETEL FRIEDRICH"	Wed. day, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Thursday, 3rd June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Friday, 18th June, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th May, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	W. Shotton	On 3rd June.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathes	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, Queen's Buildings.

Hongkong, 21st May, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 7th June, P.M.
MARSEILLES, VIA PORTS	"POLYNESIE"	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO"	On 21st June, P.M.
MARSEILLES, VIA PORTS	"SYDNEY"	On 22nd June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

Hongkong, 24th May, 1909.

P. DE CHAMPMORIN, AGENT, Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" SAT., 12th June.	"ALLAN LINER" FRIDAY, 9th July.
"EMPRESS OF CHINA" SAT., 3rd July.	"EMPRESS OF IRELAND" FRI., 30th July.
"MONTEAGLE" WED., 14th July.	"ALLAN LINER" FRIDAY, 20th Aug.
"EMPRESS OF INDIA" SAT., 24th July.	"EMPRESS OF BRITAIN" FRI., 10th Sept.
"EMPRESS OF JAPAN" SAT., 14th Aug.	

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71 10 Intermediate on Steamers) £43 "and 1st Class Railway" £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. E.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Co. corner Pedder Street and Prays, opposite Blake Pier.

VESSELS ON THE BERTH

DAMPFSCHIFFS-RHEDE-REI "UNION" ACTIEN-GESELLSCHAFT.

For NEW YORK. (With Liberty to Call at Malabar Coast).

THE Steamship

"WOGLINDE."
 Captain Mohr, will be despatched as above on or about the 7th June.
 For Freight apply to—
 CARLOWITZ & Co., Agents.
 Hongkong, 29th May, 1909. [798]

"SHIRE" LINE OF STEAMERS LTD.
 For MARSEILLES, LONDON AND ANTWERP.

THE Steamship
 Captain W. Barrett, will be despatched as above on or about the 12th June.
 For Freight or Passage apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [756]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
 For NEW YORK.
 S.S. "PATHAN" ... On 22nd June.
 For Freight and further information, apply to—
 DODWELL & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [699]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1898. [9]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcora, despatch-boat, 700 tons, 4 guns, 3,000 i.h.p., Com. C. T. Fuller, Shanghai.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain F. E. C. Ryan, Shanghai.

Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Kobe.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. Hon. R. O. B. Bridgman, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. F. B. Noble, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Charub, water tank and tug, 390 tons, 300 i.h.p., Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. G. T. Barrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Kobe.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.

Hurdy, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monroe, Hongkong.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SOMALI Capt. R. A. Peters	10 A.M., 2nd June } Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA Capt. C. D. Goldsmith, R.N.R.	About 3rd June } Freight and Passage.
SHANGHAI	DEVANHA Capt. W. Hayward, R.N.R.	About 10th June } Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 12th June } See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st May, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

OR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	On 1st June, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 2nd June, 4 P.M.
CEBU and LOILO	"CHUHLI"	On 3rd June, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
SHANGHAI	"FEAN"	On 8th June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

HONGKONG, 1st June, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY & FOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	WED'DAY, 2nd June, at 9 A.M.
TAMUI via SWATOW, DAIGI MARU & SWATOW	Capt. H. MURAYAMA	SUNDAY, 6th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidsips. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY & FOCHOW	TUESDAY, 1st June, at 1 P.M.
"HAIYAN"	SWATOW, AMOY & FOCHOW	FRIDAY, 4th June, at 1 P.M.
Capt. J. S. Rouch		

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM:
For SHANGHAI, YOKOHAMA & KOBE	S.S. SUEVIA ... 11th June
S.S. BRASILIA ... 9th June	For HAVRE & HAMBURG:
S.S. SEGOVIA ... 22nd June	S.S. SENEGAMBIA ... 17th June
S.S. C. FERD. LAEISZ ... 26th June	For MARSEILLES, BREMEN & HAMBURG:
S.S. SLAVONIA ... 10th July	S.S. SCANDIA ... 1st July
S.S. ANDALUSIA ... 18th July	For MARSEILLES, HAVRE & HAMBURG:
	S.S. SILVIA ... 2nd July
	For ANTWERP, ROTTERDAM & HAMBURG:
	S.S. SITHONIA ... 8th July
	For HAVRE & HAMBURG:
	S.S. ISTRIA ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 29th May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN	"CANTON"	About 8th June.
HAGEN and GOTHENBURG	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE		

For Further Particulars apply to

MELOCHERS & CO.,

Hongkong, 24th May, 1909.

AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASEL)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	WAKASA MARU Capt. N. Nielsen	6500	WED'DAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SADO MARU Capt. Geo. Anderson	6500	WED'DAY, 23rd June, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
BOMBAY via SINGAPORE, HONGKONG, AMOY and COLOMBO	"SHINANO MARU" Capt. K. Kawara	6500	TUESDAY, 22nd June, at 4 P.M.
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
KOBE and YOKOHAMA	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	THURSDAY, 3rd June, at Noon
	SAKUKI MARU Capt. K. Homma	6500	WED'DAY, 9th June, at Noon
	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 11th June, at 5 P.M.
			FRIDAY, 18th June, at Noon

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further Information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 1st June, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.
Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call):
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date.
"TACOMA MARU"	6,178		On Saturday, 3rd July.
"SEATTLE MARU"	(already launched)		4 other new sister ships to follow.

The steamers have fair speed. Special up to date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.
T. ARIMA, Manager.

Hongkong, 1st June, 1909.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	5000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000	July 1st, at Noon.
S.S. AMERICA MARU	6000	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Saturday	Monday or Tuesday	
Lv. — Mukden	11 a.m.	Tuesday	Friday
Lv. — Changchun	6.50 p.m.	"	"
Lv. — Harbin	9.15 p.m.	"	"
Ar. — Harbin	5 a.m.	Monday	Wednesday
Ar. — Harbin	6.55 a.m.	"	"
Ar. — Harbin	3 p.m.	"	"
Connecting at Harbin with			
State Express for Moscow.	Wagon-Lite for Moscow.	State Express for St. Pet'g.	
SOUTH-BOUND.			
Leave—Harbin	Thursday	Thursday	Saturday
Arrive—Changchun	Friday	Friday	Sunday
Lv. — Mukden	9 a.m.	"	"
Lv. — Changchun	6 p.m.	"	"
Lv. — Dairen	2.10 a.m.	Wednesday	Friday
Lv. — Dairen	2.30 a.m.	"	"
Lv. — Dairen	12.30 p.m.	"	"
Ar. — Shanghai (Steamer)	afternoon.	"	"
Ar. — Shanghai	"	Friday	Sunday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad.: "YAMATO")
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad.: "MANTESSU." Codes: A.B.C. 5th Ed., A.T. and Lieber's. [131-722]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE & SOERABAYA	"ONSANG"	Tuesday, 1st June, Noon.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Tuesday, 1st June, Noon.
SHANGHAI	"CHOYSANG"	Wed. day, 2nd June, Noon.
SHANGHAI	"HINSANG"	Friday, 4th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 4th June, 4 P.M.
SETHAL, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

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